



# South Dakota *Wing Roundup*



**CIVIL AIR PATROL • SUMMER 2014 • UNITED STATES AIR FORCE AUXILIARY**



**South Dakota Wing CAP-USAF Operational Evaluation**



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**COVER PHOTO:**

*View of the flight line at the June state-wide Search and Rescue Exercise.*

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# SDWG Legislative Day at the State Capitol

*By Maj. Bruce Kipp, CAP, South Dakota Wing PAO,  
with contributions from Col. John Seten, CAP, and Lt. Col. Jim Hopewell, CAP*

On Thursday, 20 February members of the Wing from across the state converged on the state Capitol in Pierre to meet with legislators to thank them for their support. Over 40 members representing all six squadrons made the trip.

Col. Seten commented, "The purpose is to tell state policymakers the story of Civil Air Patrol in South Dakota, of the many volunteer hours spent on air and ground missions for local, county, tribal, state and federal government, law enforcement agencies and first responder organizations. We also want them to know of our cadet program that prepares young people not just for careers in the military, but to be good citizens. He added, "It is important that the public understands in a time



*Wing Vice Commander Lt. Col. Rick Larson (left) and Wing Commander Col. John Seten (right) in the senate gallery observing the session. Photo by Lt. Vincent Brown, SDWG*



*Gov. Dugaard poses with SDWG members on the Grand Staircase of the Capitol Rotunda. Photo by member of Gov. Dugaard's staff*

of limited budgets how SDWG helps stretch the resources of the state and saves money by using well-trained, professional volunteers, volunteers who are held to the same level of performance and knowledge as their paid colleagues.

At the opening of their respective sessions, the state Senate and House of Representatives recognized the many contributions of the South Dakota Wing with a prolonged standing ovation. In the Senate, Lieutenant Governor Matt Michels, who was presiding, specifically commended our involvement in the state's flood response efforts in 2011 and our support in state recovery efforts from



*SDWG provided a mid-afternoon snack including cleverly decorated cupcakes. Photo by Lt. Vincent Brown, SDWG*



*SDWG Senior Members in the senate gallery observing the session. Photo by Lt. Vincent Brown, SDWG*

small group of our members was an impromptu chat with U.S. Senator John Thune (R-SD) who was in the Capitol building on other business. He stopped his scheduled itinerary and spent several minutes shaking hands and talking with us. Later that afternoon Governor Dennis Daugaard met the nearly 40 members representing all six squadrons and the wing staff on the Grand Staircase of the Capitol Rotunda for a brief visit and group picture. 🇺🇸

2013's Winter Storm Atlas.

Uniformed members of Wing served a light snack in the lobbies off the Senate and House chambers for legislators, lobbyists, staff and others. Thanks to Lieutenant Rachel Kuecker the cupcakes all had CAP and SDWG insignia on them as did the water bottles on the table. Our personnel briefed senators and representatives on the latest enhancements and advancements to the Wing's abilities and capabilities, answered questions and handed out copies of CAP's annual financial report and SDWG's legislative brochure.

A pleasant surprise for a



*SDWG cadets in the senate gallery observing the session. Photo by Lt. Vincent Brown, SDWG*


# Governor Proclaims 20 February “Civil Air Patrol Day” in South Dakota

*By Maj. Bruce Kipp, CAP  
South Dakota Wing PAO*

“Civil Air Patrol Day” was celebrated in South Dakota on 20 February 2014. Earlier in the month, Governor Dennis Daugaard signed a proclamation establishing the day.

Part of the governor’s proclamation noted “Whereas, we are grateful for the remarkable volunteers who make up the South Dakota Wing of Civil Air Patrol, and provide invaluable service to the great state of South Dakota and its people.”

Col. John Seten, commander of the South Dakota Wing commented, “The idea is to tell the story of Civil Air Patrol in South Dakota, of the many volunteer hours spent in the air and on the ground performing missions for local, county, tribal, state and federal governments.” He added, “We also want them to know about our cadet program that prepares young people not just for careers in the military, but to be good citizens.”

Seten also said it is important the public understands in a time of limited budgets, the CAP helps stretch the resources of the state of South Dakota and saves money by using well-trained, professional volunteers. 



**2014 CAP Day Proclamation**

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*“Whereas, we are grateful for the remarkable volunteers who make up the South Dakota Wing of Civil Air Patrol, and provide invaluable service to the great state of South Dakota and its people.”*

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# South Dakota Wing CAP-USAF Operational Evaluation

*By Maj. Bruce Kipp, CAP  
South Dakota Wing PAO*

The South Dakota Wing took part in a week-long graded mission readiness exercise from 21 to 26 April. The official name for this type of biennial exercise is an “Operations Evaluation”. Each of the 50 Civil Air Patrol Wings across the country undergoes an operational evaluation by the USAF every two years to evaluate the capability and effectiveness of each wing’s personnel, equipment, vehicles and aircraft to successfully carry out a variety of potential real-world emergency situations. Typical scenarios include missing/crashed aircraft, missing persons, floods, and humanitarian assistance.

Beginning early on Monday, 21 April, the South Dakota Wing was placed on alert to commence the week-long emergency services evaluation. During

## OPERATIONS EVALUATION SOUTH DAKOTA

Rapid City, SD  
NORTH CENTRAL LIAISON REGION



the week the USAF Evaluation Team issued no-prior-notice emergency services mission tasks. The operational evaluation culminated on Saturday, 26 April, with a major “all hands” effort at the Sioux Falls Regional Airport/Joe Foss Field.

Specially equipped Civil Air Patrol aircraft, vehicles and approximately 80 incident command staff, mission support personnel and aircrew members had gathered from across the state. The Mission Base at the airport planned and conducted a variety of missions in response to scenarios



*The incident command staff and evaluators brief participants on what to expect.*



of potential real-world emergency situations provided by the USAF Evaluation Team. The Evaluation Team observed the activity and evaluated the various staff functions involved in the planning and execution of the assigned missions.

Several of the cadets present worked as mission support assistants in the Mission Base's operations areas, others operated radios on the various command and control nets, and a number of them formed ground search teams that used radio-direction-finding equipment to hunt for practice aircraft emergency beacons that had been placed around the countryside.

Maj. Bruce Kipp, Wing Public Affairs Officer commented, "We train continuously in order to prepare for these real-world missions that affect peoples' lives and impact the health and welfare of our communities. We are ready to respond in the event of an actual incident."

The South Dakota Wing received the rarely awarded rating of "Highly Successful" from the Air Force for its performance during its Operations Evaluation. Several staff sections received the coveted rating of "Excellent". In addition, there was not a single "Finding", an area which requires corrective action. Wing Commander, Col. John Seten, and Wing Vice Commander Lt. Col. Rick Larson,



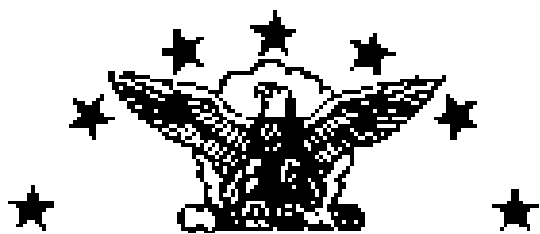
*The incident command staff discusses one of the search and rescue scenario exercises.*

who was also the Incident Commander, praised the professionalism of the members, their ability to work together as a team, and their determination to see a mission through to its successful conclusion. Col. Seten added, "The rating of highly successful is a true testament to the hard work of our top notch, dedicated professional volunteers."

The Wing expresses its gratitude to Landmark Aviation for the use of its facilities and also thanks the Sioux Empire Chapter of the American Red Cross for providing meals for the 80 plus people who took part in the activity. In addition, the Wing thanks the South Dakota Air National Guard's 114th Fighter Wing for providing their Mobile Emergency Operations Center.



*The flight line; five of the six wing aircraft were present for the operational evaluation.*



## ***Commander's Column***

*By Col. John Seten  
South Dakota Wing Commander*



The South Dakota Wing has been extremely busy over the past few months. The new fiscal year found us covering thousands of miles of state highways and waterways in Western South Dakota following the devastating Winter Storm Atlas. The storm hit during the hunting season in the Black Hills of Western SD and we were first tasked by the SD Department of Game, Fish and Parks to fly over the Black Hills and look for stranded hunters. Fortunately, we did not locate any hunters seeking help. We then transitioned into our next request which was to assist Pennington and Meade counties in assessing livestock losses from the storm. Shortly thereafter the State of SD Office of Emergency Management called upon us to fly every mile of state highway from just west of Pierre to the Wyoming border and from the North Dakota border to the Nebraska border looking for dead livestock in the highway rights of way. We surveyed nearly the entire western half of the state! CAP photographs of the devastation were used at the county and state level and made their way to Washington D.C. where they were used in numerous briefings. Eventually the portions of the state that were affected received a federal disaster declaration which led to millions of dollars getting sent to SD for relief.

Since our last issue we have also received "Find" ribbons for successfully locating two aircraft distress beacons. We have also been supporting the SD Air National Guard with their air defense mission and are in the planning stages for conducting low-level route surveys for them.

I am extremely proud of our members as

we just completed a USAF evaluated exercise which we received the grade of "highly successful". Our hard working members handled everything they were tasked with and did it with a high degree of effectiveness and professionalism. We always stand prepared and this rating was no surprise to me.

Our wing conference was held in Sioux Falls, SD in April and we were honored to have two members of our newly formed state legislative squadron present. We look forward to growing our legislative squadron on the state level and we are very proud to announce that we are one of three states in the nation that have all of our U.S. Congressional delegation as members of the CAP Congressional Squadron. During the conference many well-deserved awards were presented to our members and several breakout sessions were held to assist our members going forward.

Our cadet programs are strong in SD and many cadets are heavily involved in planning for our upcoming Joint Dakotas Encampment which will be held at Camp Grafton, ND. Cadet Col. William Small is the encampment cadet commander and has been busy putting together his staff. He is doing all of this from China where he has been since the first part of March where he is learning Mandarin Chinese. Many cadets from the SD Wing are on his staff.

The SD Wing is also proud to announce that Cadet Maj. Elizabeth Foy has been accepted into two US service academies, West Point Military Academy and the US Air Force Academy. Wow,

*Continued on page 13...*



# The Civil Air Patrol Alerting System

*By Maj. Bruce Kipp, CAP, South Dakota Wing PAO*

In the United States, from 2002-2011, the Department of Homeland Security's Advisory System was a color-coded scale intended to reflect the potential degree of threat of a terrorist attack. This scale, consisting of five color-coded threat levels, was phased out by Homeland Security in April 2011.

As a federally chartered organization the Civil Air Patrol adopted the DHS chart and expanded it to encompass disaster operations. Despite it being phased out by the Department of Homeland Security, CAP continues to use this system to ensure that its personnel, aircraft, vehicles and equipment are ready if needed.

The current CAP Alerting System scale consists of five color-coded levels that spell out actions to be taken.

● **RED (SEVERE) - SEVERE RISK OF A TERRORIST ATTACK OR DISASTER OPERATIONS**

Action: Place CAP resources on Red Alert status. CAP resources will be placed in secure locations under close control. Selected staff personnel, rapid response teams, and selected mission aircrews and ground teams will be placed on Red Alert status and should prepare for expected deployment. People will not report for duty unless directed by the National Commander, Region Commander, Wing Commander, or the National Operations center (NOC). If directed to report for duty, mission bases may be occupied with staff and Incident Command system (ICS) liaison CAP personnel. Communications nets, particularly HF-SSB nets, between Wing HQs, Region HQs and National HQ will be conducted at least once every six (6) hours during Red Level Operations. Selected aircrews and ground teams will be directed to report to designated locations to await orders to deploy. Report status as directed.

● **ORANGE (HIGH) - HIGH RISK OF A TERRORIST ATTACK OR DISASTER OPERATIONS**

Action: CAP resources will be placed on Orange Alert status. Selected staff personnel, rapid response teams, and selected mission aircrews and ground teams will be placed on Telephone Alert and should prepare for possible deployment. CAP resources including emergency operations centers, aircraft and ground vehicles will be inspected to determine operational status. Communications nets, particularly HF-SSB nets, between Wing HQs, Region HQs and National HQ will be conducted at least once daily during Orange Level Operations. Security of resources shall be checked. Report status as directed.


● **YELLOW (ELEVATED) - SIGNIFICANT RISK OF A TERRORIST ATTACK OR DISASTER OPERATIONS**

Action: Coordinate emergency plans with nearby local authorities. Put contingency plans into action if necessary. CAP emergency services personnel and resources including CAP emergency operations centers, aircraft and ground vehicles will be checked to determine operational status. Communications nets, particularly HF-SSB nets, between Wing HQs, Region HQs and National HQ will be conducted at least weekly during Yellow Level Operations. Report status as directed.

● **BLUE (GUARDED) - GENERAL RISK OF A TERRORIST ATTACK OR DISASTER OPERATIONS**

Action: Check to ensure communications links with emergency response teams work. Increase training and preparation for the staff, air and ground teams. Review and update emergency procedures. Coordinate, maintain and update current Memorandums of Understanding with partner agencies. Provide CAP personnel with whatever information is necessary.

● **GREEN (LOW) - LOW RISK OF A TERRORIST ATTACK OR DISASTER OPERATIONS**

Action: Refine plans for emergencies. Train staff on emergency plans and capabilities. Maintain resource capability. Meet with external organizations to present CAP support capabilities and to develop new Memorandums of Understanding with them. 



*Pre-2011 Department of Homeland Security Advisory System chart on which the CAP Alerting System is based. Photo Credit: [http://en.wikipedia.org/wiki/Homeland\\_Security\\_Advisory\\_System](http://en.wikipedia.org/wiki/Homeland_Security_Advisory_System), accessed 23 February 2014*

# CyberPatriot-VI



*By Cadet 2nd Lt. Tyler Gross, CAP  
Big Sioux Composite Squadron (Brookings)*

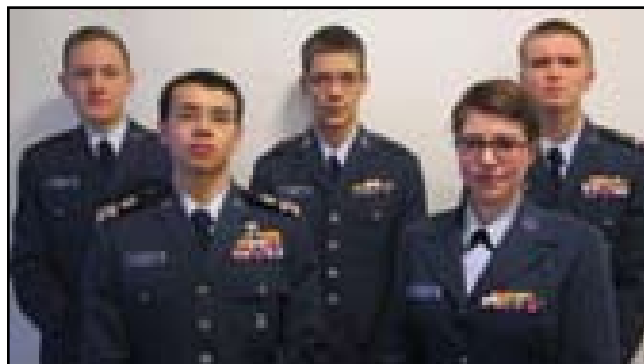
For the third year in a row, the CyberPatriot team from the Big Sioux Composite Squadron in Brookings, SD returned to the Washington, D.C. area 26 - 30 March 2014, to compete in the national championship round of CyberPatriot-VI, the Air Force Association's national high school cyber-defense competition.

CyberPatriot is a unique educational competition that challenges students to resolve real-life cybersecurity situations faced by industry professionals. Created in 2009 by the Air Force Association, the CyberPatriot competition provides students with hands-on learning about securing computer networks while educating, and motivating them toward careers in science, technology, engineering, and mathematics, disciplines critical to the nation's future.

The Big Sioux Composite Squadron's CyberPatriot team consisted of Cadet Capt. Joshua Klosterman, Cadet Chief Master Sgt. Chris Dinnel, Cadet Chief Master Sgt. Laura Rudnik, and Cadet Senior Airman Zebadiah Nelson. They were coached by Cadet Lt. Tyler Gross and mentored by Lt. Michael Klosterman and Capt. Shannon Hofer.

The CyberPatriot competition has historically consisted of two high school divisions, with public, private, and home schools competing in the Open Division and Junior ROTC units, Naval Sea Cadet Corps, and Civil Air Patrol squadrons competing in the All Service Division. Between the two divisions a record 1,537 teams from all 50 states, the District of Columbia, Puerto Rico and Canada, as well as U.S. Department of Defense Dependent Schools in Japan, South Korea and Germany registered to compete in the competition that began on 15 November 2013.

During two online qualification rounds the Big Sioux team faced realistic computer network threats at their home location seeking out weaknesses in simulated online networks and working to defend those networks from threat scenarios. A



*Left to right: Cadet Airman 1st Class Zebadiah Nelson, Cadet Capt. Joshua Klosterman (Team Captain), Cadet Chief Master Sgt. Chris Dinnel, Cadet Chief Master Sgt. Laura Rudnik, Cadet 2nd Lt. Tyler D. Gross (Coach)*

Cisco networking challenge was also a part of the competition. The team was scored according to how quickly and effectively they established and maintained the secure networks. The Big Sioux team was one of only 44 teams to advance to the semifinals held in January 2014. In the semifinals they faced similar but more complex and sophisticated computer network threats. After an exceptional performance in the semifinals, the Big Sioux Composite Squadron team was named one of 14 All Service Division national finalists and received an all-expenses-paid trip to the National Finals competition in Maryland.


At the National Finals, the only in-person round, the Big Sioux team competed to defend virtual networks and mobile devices from a professional aggressor team. The National Finalists also faced-off in three additional competition components: the Digital Cyber Crime Scene Challenge and the Cisco Networking Challenge, both of which return from previous seasons, and the Digital Forensics Challenge. These extra challenges broaden the cybersecurity experience and expose teams to new elements of the many career opportunities available to them.

The Air Force Association (AFA), the sponsoring organization, is a non-profit, independent,

## CyberPatriot

*Continued . . .*

professional military and aerospace education association. Its mission is to promote a dominant United States Air Force and a strong national defense, and to honor Airmen and our Air Force Heritage. AFA has 200 chapters nationally and internationally representing more than 100,000 members. Visit AFA at [www.afa.org](http://www.afa.org).


The annual CyberPatriot competition greatly benefits from the support and technical expertise of its presenting sponsor, the Northrop Grumman Foundation. Other sponsors include Cyber Diamond Sponsors, AT&T Federal, Cisco, Microsoft, Raytheon, USA Today, the Department of Homeland Security, the Office of the Secretary of Defense, Cyber Gold Sponsors URS, Splunk, Symantec Corporation, Cyber Silver Sponsors Air Force Research Laboratory, Embry-Riddle Aeronautical University, Leidos, MIT's Lincoln Laboratory, and University College of the University of Maryland. For more information about CyberPatriot, go to [www.uscyberpatriot.org](http://www.uscyberpatriot.org). 

## Commander's Column

*Continued from page 9 . . .*

what an honor to have had one of our own accepted to not only one but to two service academies. After a great deal of thought, Cadet Maj. Foy has decided to attend the US Air Force Academy in Colorado Springs, CO. We are confident that this amazing young woman has a great future ahead of her. Congratulations from the entire wing!

The South Dakota Wing continues to excel in all that we do. Although we are not a large wing, we are one of the most progressive wings in the nation. We have embraced cutting edge technologies and have invested in technology that allows us to track our aircraft in flight in real time. This makes us a safer and more efficient force and provides accountability to our customers. Our members continue to step up when called upon and we get the job done.

Let's continue to press forward and make this our best year ever! 



## Operations Security (OPSEC)


*John W. Desmarais, Sr.*

*Director of Operations*

*Civil Air Patrol National Headquarters*

We know you and your key staff are all aware of the OPSEC issues and restrictions with posting our frequency assignments and other sensitive mission data openly online. Some well-intentioned personnel continue to post inappropriate information publicly though, and we address those on a case by case basis. Unfortunately, there have also been some cases of members being requested by people outside of CAP to blatantly violate our rules and federal policies with the stated intention of posting restricted information like our communications frequency assignments and coverage maps publicly as well. Please remind your personnel that this is not authorized.

- CAPR 100-1, paragraph 1-9 clearly notes our frequencies provided by the Air Force as sensitive, requiring them to be protected from unauthorized release, and designates them as UNCLASSIFIED//FOR OFFICIAL USE ONLY. It goes on to outline procedures for appropriate release.
- CAPR 110-1, paragraph 9, outlines Prohibited CAP Internet Operations. Paragraph 9d prohibits communication that "...violates any local, state, national or international law or regulation." This applies in the case of posting sensitive information like our frequency assignments.

Thanks for your attention to this matter, and reminding your subordinates of CAP policies in this area. 

*Reprinted from "Wyoming Wings", August 2013, and "Alaska Wing Tips", Winter 2014.*

# Agency Partner Spotlight

*By Lt. Col. Rick Larson, CAP  
Vice Commander, SDWG  
SD Certified Emergency Manager*


South Dakota CAP is a vital part of our state's integrated response to disasters and events. Whether we are assisting local law enforcement, keeping an eye from the sky on large planned events like LIFELIGHT, conducting damage assessment which may result in public assistance, helping out with ground security at air shows, flying needed supplies in support of a flood, SDCAP is the "go to" agency of choice for partner agencies. Let me name a few. County Sheriff's Offices and County Emergency Managers, State Agencies such as Game, Fish and Parks, Emergency Management, Adjutant General, Homeland Security or Federal Agencies such as FEMA, National Weather Service and Department of Defense, or Non-Governmental Organizations like Salvation Army and Red Cross, CAP is on the go!

All of this cooperation requires we have liaison with each of the named entities. It also requires even more emphasis on us. We in CAP need staff members for liaisons that are of the highest caliber, embody a high degree of professionalism and self-confidence, and possess knowledge of how we can assist within the scope of our capabilities. When we fly in support of the Air Force, as Region Liaison Commander Lt. Col. Paul Peterson said, we need to sit at the table as peers. As an Emergency Manager in my paid profession, I can vouch for the fact that these are critical relationships that take years to develop. They can, however devolve in minutes should we not deliver, lack corporate integrity, or over promise. Coordination and honest brokering set the foundation. Even if we've not worked with a partner agency in some time, we need to maintain a healthy relation-

ship through a well-timed phone call, an invitation to participate in a local exercise, or by forming a joint effort in the community. It is also important to know the names of their key personnel and their particular areas of expertise. Equally important is to keep them "in the loop" and attempt to assist them whenever and wherever possible. The Civil Air Patrol is often their "force multiplier", providing critical, cost-effective, augmentation with support personnel and specialized capability, especially communications and transportation.

What can those of us in the Wing that are involved in emergency services do to enhance our agency partnerships? Get to know your county sheriff and those of the counties surrounding yours. Establish strong working relationships with your county's key staff and management people. Engage with local agencies to inform them of the multitude of CAP capabilities, and then be ready to deliver when the call comes for support. The requests may amaze you, so be ready and trained.

Create and innovate training from our key capabilities such as air and ground search and rescue, radio communications, staffing and operating a shelter, etc. If your organization is already undertaking some of these practices, let us know so we can pass along your work as an example and a starting point for others. Let the Wing leadership know how we can support your effort. We strongly support local ties that make South Dakota Civil Air Patrol ready, relevant and respected in the community, state and Nation!

Thanks for all YOU do to make SDCAP reach new heights! 

# South Dakota Wing 2014 Conference and Awards Banquet

*By Maj. Bruce Kipp, CAP, SDWG PAO  
Photos by 2nd Lt. David Stockinger, CAP, SDWG*

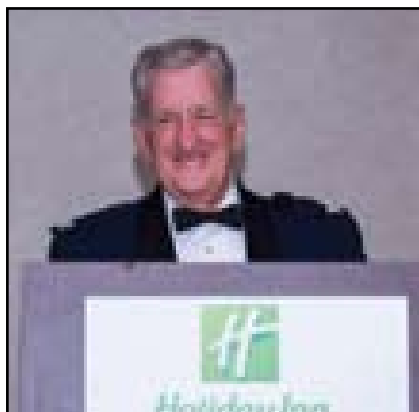
After the end of the Wing's CAP-USAF Operational Evaluation on Saturday, 26 April, participants swiftly changed from duty uniforms into their dress uniforms to attend the 2014 Wing Conference and Awards Banquet. This year it was held at the impressive Holiday Inn-City Centre in downtown Sioux Falls.

At the opening ceremonies cadets of the Sioux Falls Composite Squadron provided the Color Guard to post and retire the colors. Maj. Craig Goodrich led the singing of the national anthem. Wing Chaplain (Lt. Col.) Gary Rae conducted the invocation. The Wing expresses its thanks to Lt. Col. Linda Buechler and to Cadet Capt. Silas Busch for preparing the solemn POW/MIA memorial table.

In addition to the SDWG senior members and cadets attending there were several distinguished guests: the members of U.S. Air Force Evaluation Team; Col. Robert Todd, commander of CAP's North Central Region (which includes South Dakota Wing); and USAF Lt. Col. Paul Peterson, commander of the CAP-USAF North Central Liaison Region (who was the keynote speaker). Representing CAP National Headquarters were Assistant Deputy Chief, CAP Legal Officer Corps Lt.



*SD Wing Commander Col. John Seten provides the opening remarks.*



*NCR CC: Col. Robert Todd, commander of the CAP North Central Region, addresses the guests.*



*Banquet Head Table: Wing leaders, distinguished visitors and honored guest at the head table.*



*Banquet POW-MIA: A table was set in solemn honor of our nation's POWs and MIAs.*

Col. James Garlough, Director of Logistics Mr. Gary Schneider, and NHQ Photographer Ms. Susan Schneider. Also present as honored guests were South Dakota State Representatives Manny Steele and Jim Stalzer, both members of the state's CAP Legislative Squadron.

After the meal and featured speakers it was time for the presentation of awards. First, squadron level awards were presented by the unit commanders. Then it was time for the Wing level awards. These coveted awards were presented by Wing Commander Col. Seten. They consisted of:

**Cadet of the Year**  
Cadet Maj. Brandon West  
**Col. Bud Payton Public Affairs Officer of the Year**  
Maj. Bruce Kipp





*Banquet Room View: The large crowd filled the hotel banquet room.*

**Communicator of the Year**

Lt. Col. Richard Larson

**John V. “Jack” Sorenson Cadet Programs Officer of the Year**

Maj. Justin Johnson

**Operations Officer of the Year**

Capt. Neil Schmid

**Cadet Programs Officer of the Year**

Capt. Shannon Hofer

**Drug Demand Reduction Member of the Year**

Capt. Sharon Moad

**Aerospace Education Officer of the Year**

Capt. David Small

One of the highlights of the banquet was the “year-in-review” slideshow which highlighted some of the more serious aspects of what SDWG does, but also included some of the lighter moments as well. The Wing thanks Cadet 1st Lt. Sullivan Busch for preparing this year’s entertaining look back at SDWG activities during 2013.

Sunday, 27 April, was set aside for workshops and breakout sessions for the senior members on a variety of key aspects of Wing operations and administration. A special program had also been set up to keep the cadets active and engaged. It was a long and busy weekend for all the attendees but at the end the universal comment was that it had all been enjoyable, worthwhile, informative and instructive.

Planning has already begun for the 2015 Wing Conference and Awards Banquet. 📅



*Maj. Justin Johnson, Sioux Falls Composite Squadron, receives the SDWG Cadet Programs Officer of the Year Award.*



*Capt. David Small, Lookout Mountain Composite Squadron, receives the SDWG Aerospace Education Officer of the Year Award.*



*Cadet Maj. Brandon West, Sioux Falls Composite Squadron, receives the SDWG Cadet of the Year Award.*



*Maj. Bruce Kipp, Wing Staff, receives the SDWG Public Affairs Officer of the Year Award.*



*Capt. Neil Schmid, Sioux Falls Composite Squadron, receives the SDWG Operations Officer of the Year Award.*



*Lt. Col. Rick Larson, Wing vice commander, receives the Communicator of the Year Award.*



# Newest Pilot in South Dakota Wing; My Flight Training in Civil Air Patrol

*By Cadet Col. William Small, CAP  
Lookout Mountain Composite Squadron (Spearfish)  
with input from CAP Maj. Bruce Kipp, CAP; Col. John Seten, CAP;  
Lt. Col. Gary Hewett, CAP; and Capt. David Small, CAP*

South Dakota Wing has a brand new pilot, Cadet Col. William Small. On 5 February, he traveled from his home in Spearfish to Brookings in a CAP aircraft. In Brookings he met with FAA Designated Pilot Examiner John Barney who administered his practical and oral tests and the flight checkride for a private pilot's certificate. William flew to Brookings as a student pilot but returned to Rapid City as "pilot-in-command" of the CAP aircraft.

William was accompanied to Brookings by his chief flight instructor, CAP Lt. Col. Gary Hewett, himself a Certified Flight Instructor (CFI), who spent many hours closely working with William on the entire process. William also received training and advice from CFIs (and CAP members) Marty Larson, Jerry Densmore and Maj. Craig Goodrich.

This is the story in William's own words:

Up until the second half of the year 2012, I never truly considered the possibility of getting my Private Pilot's certificate. Even when my brother (Cadet Capt. David Small) got his



*Cadet Colonel William Small*

Private Pilot's certificate, I did not plan to pursue one myself. Multiple events in 2012 slowly made me change my mind. A lot of it had to do with my situation in Civil Air Patrol. After the summer of 2012, I had attained the Spaatz Award and completed multiple summer activities. It was in this slight down time that I thought, hesitantly, it might be interesting to give flying a shot. I had the time and opportunity, so why not.

My first step was asking my parents, somewhat timidly, if they would mind if I asked Lt. Col. Gary Hewett (my brother's primary flight instructor) about the possibility of flight training. My parents, who like flying too, unsurprisingly said, "Yes." So, I



*William as pilot-in-command of a CAP aircraft. Left Seat – Photo by Capt. David Small*

went ahead and met with Hewett to discuss the process, requirements, etc., to get my Private Pilot's certificate. Going into that meeting, I was unsure and nervous. I came out realizing that the process involved more than I had thought. However, I concluded that I could do it. This article describes the experience.

I got my medical/student pilot certificate on November 12, 2012. My first instruction flight was on December 12 (which was my only flight in a Cessna-182, not a Cessna-172). Flight training progressed with a couple flights a month, until a trip or activity would disrupt it, and then back to a couple flights a month. This was the pattern of most of my flight training.

Early on in my training there were two problems I had to work around. The first was that I am colorblind. This caused me to have restrictions on my medical certificate. I did manage to get them removed later by demonstrating I could see different colors. The second difficulty was that I often

get airsick in small airplanes, even if I am in the pilot's seat. This caused me some discomfort in my early training, but luckily it went away.

The second half of 2013 saw an increase in my training activity. Mostly notably, on September 3rd, I made my first solo flight.

This was a significant development in my flight training and for me. Although only a short flight, it changed my outlook and gave me new motivation. Up until then I had told myself that I could stop at any point if I wanted to. However, during that flight, I found that flying was just fun! It made all the training worth it and I decided resolutely to finish the process.

Even though I'd soloed, there was still more to do, such as taking the FAA written examination. Finding and getting to a testing center for the test was interesting. There aren't any nearby, so in the end I took the test in Greensboro, North Carolina. Then there was



***CAP Lt. Col. Gary Hewett, William's chief flying instructor, congratulates SD's newest private pilot. Photo by Paul Hanusa, FBO manager at Brookings Airport***



***Designated Pilot Examiner John Barney congratulates William after his successful checkride. Photo by Lt. Col. Gary Hewett***

the Private Pilot Practical test. Towards the end of 2013 serious talk started about when I would take the practical. Now, even though that was a positive sign, it made me nervous. This was because I felt I did not know enough. This was not a new feeling for me. Before my first solo flight, and again before my longest solo cross country, I was nervous and unsure. However, all these times it turned out I was ready. So I had confidence that the practical would be the same.

Come February 2014, I was getting tired. Therefore, it was with some relief when February 5 was set as the date for me to take the practical. However, as I mentioned before, nervousness also came. Now, taking the practical was more complicated than originally planned. Long story short, there was no one available in western South Dakota to administer the test during the time period I needed to take it, so I had to go to Brookings. Lt. Col. Hewett and I flew to Brookings the day before the practical in order to give me more experience with various procedures, navigation, etc., during my last training flight. Lt. Col. Hewett had me visit several different airports on the way. When we arrived in Brookings we had to put the plane in a heated hangar since it was 19o below zero Fahrenheit.

Thursday, February 6, 2014 was the big day. My goal was to come into it well rested and relaxed. Unfortunately, that didn't work out as planned. The excitement kept me awake later Wednesday night than was ideal, and during the night my mind kept going over my aviation knowledge. So, come morning, I was not exactly rested and relaxed. I was OK, though, and ready to go! But our transportation wasn't. The loaner van from the airport did not want to start in the cold. Eventually someone at the airport came to pick us up so I could get to my appointment with the examiner on time.



*Designated Pilot Examiner John Barney administers the private pilot exams to William. Photo by Lt. Col. Gary Hewett*

Once again, I proved I was ready despite being nervous, as I successfully passed both the oral and flight portions of the Private Pilot Practical test. Needless to say, once I knew I passed I was happy and relieved although it didn't sink in right then that I had successfully completed my flight training process and had become a Private Pilot. The rest of the day was a simple process of paperwork, calling my parents with the good news, and flying back to Rapid City. The flight back was my first flight as a certified pilot, and that felt good!

Now, after the flight back and during the next couple days various people found out I was a pilot. A question I got asked multiple times was, "What are you going to do to celebrate?" The answer was, first thing the next week I get my wisdom teeth removed. That is not the best "celebration" I have ever had. My choice for celebration is to simply fly!

Another question I have been asked is why I decided to pursue my Private Pilot certificate. This is a difficult question to answer. I can tell the story of how I wasn't planning on it at first, or give reasons such as it looks good on my resume. Probably the truest answer though, is that I enjoy flying and look forwards to doing it for years to come. ■



# NEWS

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**FOR IMMEDIATE RELEASE**

May 19, 2014

## In historic vote, House approves Congressional Gold Medal for Civil Air Patrol

*Medal to honor founding members' World War II service*

**MAXWELL AIR FORCE BASE, Ala.** – When the founding members of Civil Air Patrol, the U.S. Air Force auxiliary, risked life and limb to help protect the home front during the early days of World War II, they weren't looking for recognition.

Some seven decades later, though, they're receiving it, thanks to the U.S. House of Representatives' voice vote Monday afternoon to award CAP a Congressional Gold Medal for its volunteer service during the war, when more than 120,000 members stepped up to support the military effort and help keep the nation secure. The Senate approved the gold medal legislation a year ago. [A new CAP website](#) provides full coverage of CAP's Congressional Gold Medal journey, including vintage photos, bios of living World War II veterans, nationally renowned veterans, B-roll video and blog posts.

Sen. Tom Harkin, D-Iowa, who introduced [the Senate legislation](#) in February 2013, hailed the House vote Monday. "I am delighted to see this bill receive final approval," said Harkin, commander of CAP's Congressional Squadron. "The men and women of Civil Air Patrol stepped up and served their country when it needed them during the darkest days of World War II, and it's time we recognized them and thanked them for their service."

Rep. Michael McCaul, R-Texas, who introduced the gold medal proposal in the House, praised the legacy CAP's founders established.

"The awarding of the nation's highest civilian honor, the Congressional Gold Medal, to the members of the Civil Air Patrol ensures that long overdue and proper recognition has finally been bestowed upon these brave men," McCaul said.

"The Civil Air Patrol's valiant efforts in defending our coastline, providing combat services and flying dangerous humanitarian missions in America during World War II embodies the American

Spirit of volunteerism. These brave men were an integral part in defending not only our homeland but also our principles of freedom and liberty.

"I am proud Congress has taken this step to recognize all of the important work the Civil Air Patrol did," he said.


CAP was founded Dec. 1, 1941, a week before the bombing of Pearl Harbor. Within three months, CAP members were using their own planes to fly anti-submarine missions off the East and Gulf coasts, where German U-boats were sinking American ships carrying oil and other vital supplies to the Allies. By the time that mission ended Aug. 31, 1943, CAP's coastal patrols had flown 86,685 missions totaling 244,600 hours and than 24 million miles. Seventy-four planes sent out from coastal patrol bases crashed into the water; 26 CAP members were killed.

Elsewhere, CAP's airborne missions throughout the U.S. included border patrols, target-towing for military trainees, fire and forest patrols, searches for missing people and aircraft, disaster relief, emergency transport of people and supplies, and orientation flights for future pilots. Many from the organization's ranks went on to join the Army Air Forces.

Civil Air Patrol's national commander, Maj. Gen. Chuck Carr, said, "The heroic service provided by our members during World War II helped save lives and preserve our nation's freedom. I am very grateful they are finally receiving the recognition they so deserve."

CAP's legacy of selfless service for the nation and its communities continues today. In all 50 states, the District of Columbia, Puerto Rico and the U.S. Virgin Islands, CAP members stand ready to respond to such challenges as natural and manmade disasters and searches for missing aircraft or individuals.

#capgoldmedal

*Civil Air Patrol, the official auxiliary of the U.S. Air Force, is a nonprofit organization with 60,000 members nationwide, operating a fleet of 550 aircraft. CAP, in its Air Force auxiliary role, performs about 85 percent of continental U.S. inland search and rescue missions as tasked by the Air Force Rescue Coordination Center and is credited by the AFRCC with saving an average of 70 lives annually. Its unpaid professionals also perform homeland security, disaster relief and drug interdiction missions at the request of federal, state and local agencies. The members play a leading role in aerospace education and serve as mentors to more than 25,000 young people currently participating in the CAP cadet programs. CAP received the World Peace Prize in 2011 and has been performing missions for America for 72 years. CAP also participates in Wreaths Across America, an initiative to remember, honor and teach about the sacrifices of U.S. military veterans. Visit [www.gocholeairpatrol.com](http://www.gocholeairpatrol.com) or [www.capvolunteernow.com](http://www.capvolunteernow.com) for more information.* 

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# Winter Survival Skills: Improvised Snowshoes For Walking In Heavy Snow

*By Capt. Sharon Moad, CAP  
Crazy Horse Composite Squadron (Custer)*

Winter Storm Atlas hammered South Dakota in early October 2013 dumping over six feet of snow in some areas of the Black Hills. The possibility of the squadron having to conduct a ground search and rescue mission in such conditions was the impetus for an emergency services class on the techniques for deep snow rescue.

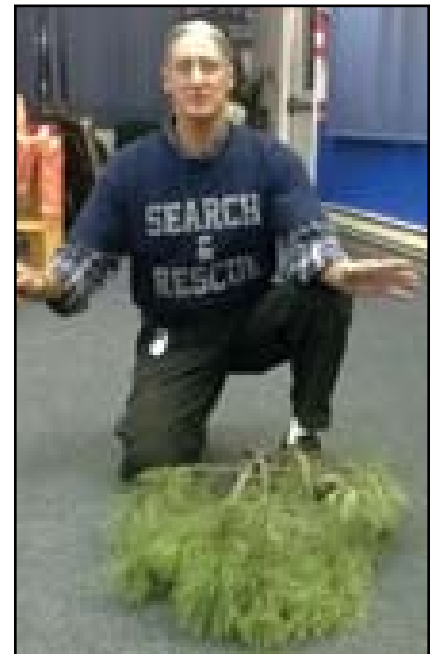
The Crazy Horse Composite Squadron in the town of Custer in the southern Black Hills asked the Custer County Search and Rescue Team to teach a class to squadron members on the hazards of search and rescue in extreme temperatures and heavy snow with emphasis on ice rescue and how to make improvised snowshoes.

Mr. Rick March and Mr. Jeff Frisco of Custer County Search and Rescue came to the squadron headquarters where they presented a very informative video on ice-on-water rescue and how to survive if you fall through the ice into deep water. They then explained the signs, symptoms and dangers of hypothermia.

The second part of their presentation was a hands-on class on how to make improvised snowshoes from pine tree branches. Squadron members were taught to use two small branches for each foot. Place the

“bushy” ends over each other at a slight angle leaving the stick end to the back and using some type of cord, string, or other material tie the branches together. To use the snowshoes you place your foot onto the branches slightly back of the middle and tie them onto your boot using cord or even the top end of your boot laces (still partially laced in your boot). These improvised snowshoes allow your weight to be distributed over a larger area so you do not sink as deeply into the snow when you walk. Depending on the distance to be traveled it may be necessary to periodically replace these improvised snowshoes.

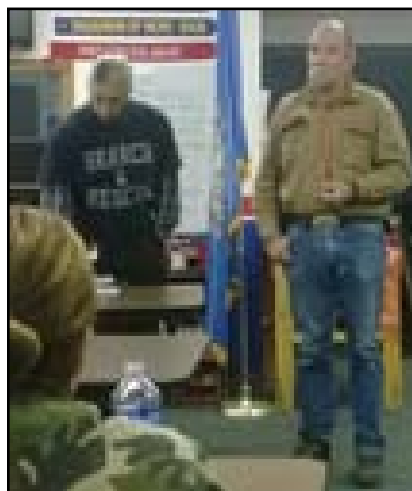
Like regular snowshoes there is a special technique in using this improvised type. As you



*Jeff Frisco demonstrates how to make a snowshoe out of pine branches.*

step forward drag the foot rather than using a heel down step. This shuffling motion is similar to that used by cross-country skiers. In addition, when you need to travel downslope or downhill a side step is used rather than a normal walking step.

After learning how to make improvised snowshoes the participants made survival bracelets and lanyards from parachute cord either to wear or to put in their 24-hour packs. These items have enough cord that, when undone, they can be used to tie the pine branches together and onto your foot. 📷



*Jeff Frisco (left) and Rick March (right) present their hypothermia class to the squadron.*

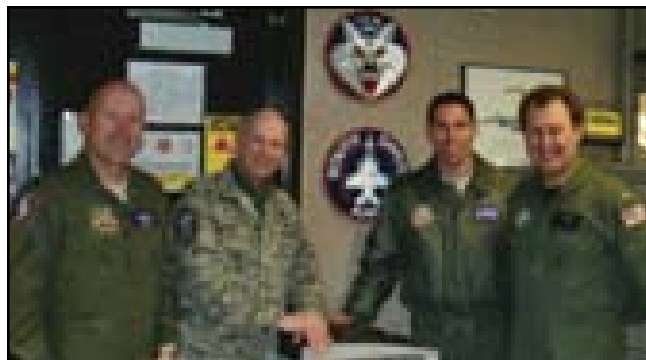


# Low-Level Route Survey: SDWG Flies in Support of South Dakota Air National Guard

*By Maj. Bruce Kipp, CAP  
SDWG PAO*

Each year since 1998, the South Dakota Air National Guard (SDANG) requests South Dakota Wing to conduct a Low-Level Route Survey (LLRS) of certain military training air routes and the aerial Military Operations Area (MOA). The purpose of the LLRS missions is to identify, photograph and report uncharted obstructions, usually antenna towers, and noise sensitive areas such as farms, livestock pens and feedlots, which should be avoided by SDANG pilots flying in these areas. CAP LLRS flights are flown in the spring and summer. The flight crew consists of a Mission Pilot, a Mission Observer, and a Mission Scanner. They fly along specific air routes at an altitude of 1,000 feet.

In 2013, SDWG LLRS missions surveyed nine air routes from South Dakota into Iowa and Nebraska and several sectors of the O'Neill MOA in northeast Nebraska. The missions required a total of 46.6 hours of flight time and covered nearly 5,000 miles.



*(L-R): Lt. Col. Greg Lair, 175th Fighter Squadron Commander, SDANG; SMSgt (Lt. Col., CAP) Rick Larson, SDANG; Capt. Jerry Grotjohn, 175th Fighter Squadron, SDANG; Capt. Neil Schmid, CAP. Photo by SSgt Garret Gibbs, SDANG*

Whenever SDWG flies LLRS a command post is set up for command, control and communications support for the aircraft. Wing vice commander Lt. Col. Rick Larson serves as LLRS Incident Commander. Capt. Neil Schmid of the Sioux Falls Composite Squadron is the Project Officer and Lead Planner for LLRS missions.

On 5 February 2014, CAP officers Capt. Schmid and Lt. Col. Larson met with two officers of the South Dakota Air National Guard's 114th Fighter Wing; Lt. Col. Greg Lair, Commander of the 175th Fighter Squadron (also a CAP pilot) and Capt. Jerry Grotjohn, 175th Fighter Squadron Airspace Manager, to brief them on the results of SDWG's 2013 Low-Level Route Survey missions and to begin making plans for LLRS missions in 2014.

SDWG's first LLRS mission of 2014 was flown in late April.



*This cluster of antenna towers on Turkey Ridge could pose a hazard to low-flying, fast-moving military aircraft. Photo by SDWG*

# South Dakota's Joe Foss Honored in Arizona

*By Maj. Bruce Kipp, CAP, South Dakota Wing PAO*

*Photos Credit CAP 1st Lt. Mark Watson, used with permission of the Arizona Wing*

The South Dakota Wing of the Civil Air Patrol is pleased to report that South Dakota native Joe Foss has been honored in Arizona. Members and the Color Guard of CAP's Yuma Composite Squadron 508 of the Arizona Wing attended a ceremony in which the honor was bestowed.

Foss was honored by having an aircraft hangar named for him at a dedication ceremony at the new Aviation Industrial Center in the Defense Contractor Complex at Yuma International Airport in Yuma, Arizona.

Marine Corps (MCAS) Yuma shares facilities with Yuma International Airport in much the same way as Joe Foss Field/Air National Guard Base shares facilities with Sioux Falls Regional Airport. MCAS Yuma is home to multiple squadrons of Marine Corps aircraft.

The Aviation Industrial Center, within the Defense Contractor Complex at the airport is a single structure housing a hangar plus space for offices and engineering shops. The huge, 24,000 square foot hangar was dedicated as the "Joe Foss Hangar" at the ceremony.

In the background of the photo the Marine Corps variant of the new F-35B "Lightning

II" Joint Strike Fighter is partly visible. The Aviation Industrial Center will fill a vital role in the research and development of advanced technologies for the military and civilian aerospace industry.

Joseph Jacob "Joe" Foss (1915-2003) was the leading fighter ace of the Marine Corps during World War II. In 1943 he received the Medal of Honor for his actions during the Guadalcanal campaign in the Pacific. After the war, in 1946, Foss was appointed a lieutenant colonel in the South Dakota National Guard where he founded the state's Air National Guard. Ultimately he rose to the rank of Brigadier General. In civilian life Foss served two elected terms as a representative in the South Dakota legislature and, beginning in 1955, at age 39, he became the state's 20th (and youngest) governor. Joe was also two time president of the National Rifle Association, the first commissioner of the American Football League, and had a career as a television broadcaster as well.



*Arizona Wing CAP 1st Lt. Janet Watson holds a piece of the hangar dedication banner.*

Somewhat ironically, Foss gave Arizona aviation officials a bit of a black eye several years ago. At Phoenix's International Airport Joe, then 86, was detained by airport security when screening detected his Medal of Honor. Security officers, not recognizing what it was, wanted to confiscate and destroy the medal and related memorabilia he was carrying. Publicity of the incident embarrassed Arizona officials. In later years Foss and his wife lived in Scottsdale, AZ. Joe Foss died on January 1, 2003 and is buried in Arlington National Cemetery in Virginia. 🇺🇸

# Spidertracks: Where Were We, Anyway?

*By Capt. Neil Schmid, CAP  
Sioux Falls Composite Squadron (Sioux Falls)*

This article is written from the perspective of one who has flown Civil Air Patrol search and rescue missions and also served on the ground as an Air Operations Branch Director and as an Incident Commander. While the Spidertracks unit can be used in virtually any type of vehicle, this account is written from personal experience in emergency services missions with the unit in an aircraft.

## WHERE IT COMES FROM

Spider units are manufactured by a company in New Zealand that was founded on an idea of how to improve safety in aviation businesses and the aviation industry in general. The primary aim was to develop a better, more affordable electronic device that uses modern communications technology to track an aircraft while in flight and, when necessary, assist in locating a downed aircraft.

## HOW WE USE IT

Once airborne, the Spider unit is switched on by simply plugging it into one of the aircraft's electrical outlets.

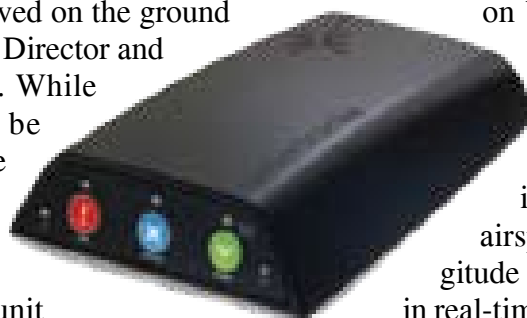
The Spider unit sends out an electronic ping every one or two minutes. In that ping is data indicating the flight track, altitude, airspeed, heading, and latitude & longitude coordinates. That ping is picked up in real-time by the Iridium Satellite Network. With 66 low earth orbit satellites Iridium has complete global coverage with no blank spots. Even if the satellite hearing the ping does not "see" the ground control station, it will pass the data on and it will be sent to the Spider server and can be viewed on the "spidertracks" website within seconds.

On the ground, if you have an Internet connection all you need do is a log in to the spidertracks website to view the real time tracks your aircraft create. There is no need for any special software.

If desired, the flight(s) in progress can be monitored in real time by pressing the "watch" button. By pressing the "mark" button, an identifying icon is dropped onto the track to distinguish between multiple aircraft flying different tracks. These tracks can be electronically overlaid on popular mapping sites for an excellent visual picture of the flight track. A special feature sends an alert if an aircraft's track stops moving and sends an SOS alert indicating a possible problem with the flight. Images of flight tracks can be downloaded from a website.

## INCIDENT COMMANDER'S DREAM

The Civil Air Patrol uses the Incident Command System,

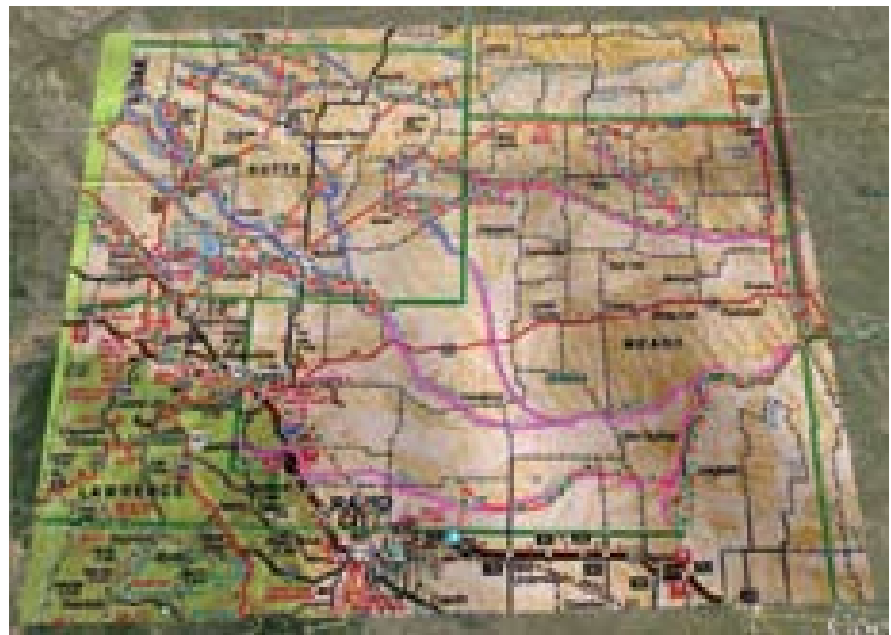


*Spider S3 unit*



*Map of primary waterways in Butte and Meade Counties.*

a standardized organizational model developed by the Federal Emergency Management Agency (FEMA), to respond to emergency situations. Incident Commanders and Incident Command staff, or anyone who needs to know, can monitor the current position of CAP aircraft in near real time. This is an Incident Commander's dream – a near real time graphic display of the activity of his Spider equipped aircraft! This situational awareness allows an Incident Commander to order an alteration in search grid or change a plan with minimum loss of time which could be vital in a lifesaving event.



*Butte-Meade County waterways with partial Spidertracks overlay.*

From an operational safety standpoint, the Spider unit continues to transmit data pings to the Iridium satellites even if radio communications with the aircraft is lost. The Spidertracks real-time graphic display reassures the Incident Commander that his out-of-radio-contact aircraft is still airborne and provides flight tracking data.

#### ACCOUNTABLE TO OUR CUSTOMER

As a mission pilot in a fast moving situation, there are many times when events unfold quickly and all of the information needed is either abbreviated or not available at all. Once an aircrew is staffed and search areas are defined, there still can be room for ambiguity and misinterpretation. If we knew exactly where the target of the search was, we probably wouldn't need to fly a search grid pattern.



*Spider S3 unit mounted on an aircraft's cockpit dash.*

In the flat lands of eastern South Dakota, many times we use a standard grid search pattern to try to locate the target. Spidertracks shows exactly where we were and where we are going. In the final report, we can show our customer these results graphically and account for the search area covered. If future flights are required, the planning section can do a much better job establishing new search areas.

#### THE LOST IS FOUND

In April 2012, an elderly man was reported missing from a central South Dakota town. The county sheriff's office informed South Dakota Wing that the man, who had symptoms of dementia, was lightly dressed and provided us the make, model and color of his vehicle.

Spring weather problems hampered aerial search activities for two days, but on the third day a three-person aircrew was assembled and launched by mid-afternoon. The initial search area was approximately one hour west of the aircrew's home base. However, after flying the first few legs of the search grid pattern, the crew was notified by the Mission Base that they were in the wrong place. We were searching the wrong county. After a quick adjustment to the flight plan, the search continued for the next hour.

As darkness began to fall the flight crew radioed Mission Base and informed them that "we are going to make one more pass and return to base." As the aircraft banked to return home the Mission Scanner said "I think that I see the car!" Sure

# First Flight

*By Maj. Bruce Kipp, CAP  
South Dakota Wing PAO*



*Cadet Airman Malia enjoying her very first ride in a CAP aircraft.*

Cadet Airman Malia Goodrich experienced her first flight in a Civil Air Patrol aircraft on Saturday, February 1. At the aircraft's controls was her dad, Maj. Craig Goodrich, commander of the Rushmore Composite Squadron in Rapid City. The day dawned sunny, a bit windy and very, very cold. The wind chill factor was well below zero. Both the experienced airman and the eager young aviatrix were very thankful that they were able to do the preflight checks in a heated hangar. As can be seen in the photo they both enjoyed the orientation ride. 📷

## Spidertracks

*Continued . . .*

enough, the car and the missing man were found in a remote rural area near a pond on an abandoned farmstead. The car was not visible from any road so locating the subject by ground search could have taken months to accomplish.

The graphic representation of the grid search pattern being flown by the CAP aircraft on the spidertracks website alerted the Incident Commander to the fact that it was searching in the wrong county. As a result he was able to redirect the aircraft to the correct county resulting in the "find". Without Spidertracks, the aircrew could have searched the wrong county without tangible results.

### LIVESTOCK DISASTER RECOVERY

A fluke, early-autumn blizzard began in western South Dakota on 3 October 2013 with heavy rain that quickly turned to snow. By the next day, as much as four feet of snow had fallen which, combined with 70-mph winds, created monster drifts that paralyzed much of the western half of the state and caught livestock still in their summer grazing land.

South Dakota wing received a number of tasks from the state and the affected counties to survey the extent of the damage and losses in livestock. One of the most challenging missions was received from the Offices of Emergency Management in Butte County and Meade County. They requested SDWG conduct an aerial survey to pinpoint the locations of dead livestock in their county's major waterways.

This mission was unusually complex because we were tasked by our customers to fly "named waterways" in two counties in Western South Dakota. This meant developing meandering courses, which show up on the official State map and documenting cattle losses. One SDWG aircraft was assigned to each county for this mission and with tasked with flying over the streams and rivers within the assigned geographic area.

By using Spidertracks, a graphic depiction and full accountability of the areas flown was presented to the State of South Dakota and to Butte and Meade County officials. The State was quite pleased with the outcome and was rewarded with loss recovery from Federal Agencies which helped relieve the suffering endured by area ranchers. 📷